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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 6TH, 1914

An anonymous letter appears in our two Peking contemporaries inquiring whether Christian Missionary organisations in Peking or the interior are permitted to buy an unlimited amount of real estate for speculative purposes only, or are they supposed to acquire real estate only for mission purposes, such as schools, churches, hospitals, homes for the aged and similar institutions. The correspondent points out that several Missions in Peking are acquiring real estate for commercial exploitation. He writes:

During the past two years innumerable houses have been acquired by Missions, and immediately re-let at a considerable profit. Peking is not an open port, and only a few old-established foreign firms are permitted to carry on business here. New firms are generally only able to establish themselves by leasing land and buildings from Foreign Missions. The exploitation of Mission property, particularly round the Church of St. Michael in the Legation Quarter, for business purposes is notorious. On the grounds, the Republic Hotel and other buildings used for business purposes are reported to be Mission property. I am also given to understand that a large area in the vicinity of the Hatanen has been bought up by Missions, not for Mission use, but to be re-let at a considerable profit. Quite recently a property near the Hatanen conservatively estimated to be worth \$10,000 was acquired by a Mission for a nominal figure and re-let at a price almost sufficient to repay the purchase money in a year. But if a foreigner seeks to rent a house to live in, or to do business in, from Chinese, the police in most cases interfere, and refuse the necessary permit, with the result that he is obliged to lease premises owned by a Mission, and to pay whatever rent it cares to ask. At this rate it will not be long before Foreign Missions own half the real estate in Peking.

The answer to the question asked by the correspondent is frequently said to be found in the Chinese text of Article VI. of the French Convention of Peking, 1860, which states that "it shall be lawful for French Missionaries in any of the provinces to lease or buy land and build houses,"—and, of course, what is lawful for French Missionaries becomes lawful for all other Missionaries by virtue of the most-favoured-nation clause, which is common to the Treaties of all the Powers. This clause, however, the Chinese Government has always declared was surreptitiously added to the Article, and it is significant that it is not in the French text, and it has been further said that although the Chinese Government had the right—since it was provided that the French text alone should rule in case of disputed interpretation—they never had the courage to repudiate it. May be there are some among our readers who will recall a lecture on "The Political Obstacles to Missionary Success in China" delivered many years ago in Hongkong by the late Mr. ALEXANDER MICHIE, for many years the Correspondent of the Times at Peking, and the author of a well-known book entitled "The Englishman in China." Mr. MICHIE pointed out in that lecture that while the deception practised by the interpolation of this clause was severely commented upon by Protestants, its provisions were nevertheless availed of by the Protestant Missions, under the "most-favoured-nation" privilege. "And so it came to pass," said Mr. MICHIE "that the whole system of inland Missions ever since has been carried on under the aegis of this equivocal transaction. And, broadly speaking, the missionary troubles, with their attendant crimes and outrages, during the past thirty-five years have arisen from this general cause. As Protestants have taken full advantage of the French treaty, it is difficult to see how they can avoid the charge of being accessory after the fact to the means by which it was obtained." Mr. MICHIE declared that it was obtained by "a fraud, audacious and flagitious, perpetrated by a French Missionary in the interests of the Catholic propaganda." Although this view has been widely accepted by writers on the subject, we have never been able to see why this "smuggled clause" should be deemed responsible, "broadly speaking, for the missionary troubles and their attendant crimes and outrages" extending over many years. For, after all, this smuggled clause in the French Convention of 1860 is but a paraphrase of Article XII of the British Treaty of 1858, which provides that "British subjects, whether at the Ports or at other places, desiring to build or open houses, warehouses, churches, hospitals or burial-grounds, shall make their agreement for the land or buildings they require at the rates prevailing among the people equitably and without exaction on either side." Surely, under this clause, the missionaries of all countries, by virtue of the most-favoured-nation privilege, acquired the right to buy land and build and open houses, even before the French Convention was negotiated. Indeed, Mr. H. B. MOSE in his work on "The Trade and Administration in China" shows, that apart from special treaty privilege, the Roman Catholic missionaries had the right of user, dating back three centuries with interruptions, and, uninterrupted, except by massacre and arson, for over seventy years; "this right was confirmed by treaty forty-eight years ago, and upon this right, sanctioned by acceptance for that period and strengthened by the interpolated clause, is based the further right to acquire new property, now secured by the later commercial treaties, the British of 1902, and the American of 1903." There can be no doubt that the original intention of the agreements was to allow missionaries to acquire lands and property "for missionary purposes." These words are used in the American Treaty of 1903, and the letter published in the Peking papers raises the question whether land and buildings bringing revenue to the missionary treasury can reasonably be considered land and buildings acquired for missionary purposes. Undoubtedly to affirm that it is so is to widely stretch the ordinary meaning of the words that may fairly be presumed to have been in the minds of the Treaty-makers, but if anybody is to blame for the exaggerated interpretation it is the Chinese authorities who have registered such sales and transfers.

The English mail of the 6th December was delivered in London—on the 3rd January.

On Sunday a licensed stone junk, No. 622H, struck a rock off Kau Ye Chau Island, and went down. No lives were lost.

The Club Germania in Yokohama celebrated the jubilee of its foundation on December 22nd last.

A bicycle belonging to Mr. Nickol, of No. 16, Humphreys Avenue, was stolen on Sunday by a person unknown. The machine, which is valued at \$25, was outside the house when it was taken.

Suffering from shock caused by jumping into the waters of the harbour in a futile attempt to end his life, a Chinese shopkeeper in Queen's Road West has been sent to the Government Civil Hospital.

The pursor of the Manchurian, Mr. L. MacPherson, has complained that on the 20th ult. he gave one of his saloon boys the sum of \$109 in gold to take ashore and change, and that the boy has disappeared with the money.

A charge of manslaughter has been preferred by the police against a richa coolie—apparently quite a boy—who ran into another richa coolie in Pedder Street on Saturday. The latter received serious injuries, and was removed to hospital, where he died the same day.

The Philharmonic Concert has been fixed for Saturday, February 7th, and will take place in the Theatre Royal on that date. The principal work to be produced is the concert version of Planquette's famous opera, "Les Cloches de Corneville." It will be given by a Band and Chorus of 80 voices.

It is reported, says a Peking contemporary, that Miss Kung, second daughter of Director-General Kung, of the Bureau of Mongolian and Tibetan Affairs, will be betrothed to Hsuan Tung, ex-Emperor of the Manchu Court. The proposal was made by Vice-Director Yung of the Bureau, who is a relative of the young Emperor.

The local pugilist "Iron" Bux, again appeared before the Magistrate yesterday in answer to a charge of being in possession of stolen property, viz., one shirt. Mr. J. H. Gardiner defended, and the case was formally adjourned until Monday next, the following Thursday and Friday afternoons being selected for the hearing of the case.

Two men knocked at the door of No. 2, Bonham Road, on Saturday, and, producing a card, one of them announced that they had come from the landlord to take away the electric fan and lamp. A concubine gave them admittance, and they took away the articles named. Subsequently the woman learnt from the landlord of the house that he had never issued any such orders to any person.

Owing to the financial stringency, says the Peking Daily News, the Ministry of Finance proposes to stop sending students abroad for a while, and to recall a number of the students who are studying in the foreign countries. (It may be suggested to the Ministry of Finance that in the matter of expense, the Hongkong University has advantages over universities in foreign lands.—Ed. H.D.P.)

Captain Brauer, of the *Sun On*, had an unpleasant experience on Saturday morning. He was being driven westward in a ricksha when his coolie, who was running on the wrong side of the road, collided with a two-wheeled truck proceeding in the opposite direction. Capt. Brauer was thrown out, and sustained various injuries. The police went to his assistance, but he refused to go to hospital.

Mr. Chan Pui, the first clerk in the Harbour Department of Hongkong, has just published a book in English and Chinese of "common words, phrases, conversations, translations and interpretation." It makes an octavo volume of 305 pages, and will appeal especially to Chinese students of the English language. The great object of the work, the author says, is that the learner may acquire a good knowledge of interpretation, and we think the volume is likely to prove of considerable use to students in that respect.

Three cases were down for hearing at the Supreme Court yesterday morning. At 10 a.m. only Press representatives had assembled and the Puisne Judge waited in his retiring room. Eventually the cases were put back until noon, but even then neither the parties concerned nor the solicitors had put in an appearance, but the Judge, the clerk and the Press representatives maintained a patient vigil for half an hour longer they waited. It was then decided to adjourn the Court, which had never really been commenced, for the day. When a similar happening occurred last week a plausible excuse was forthcoming, that one solicitor was "detained in Macao" while the other "was not visible in Hongkong." However, yesterday no one seemed able to explain the absence of the parties.

The Volunteer Camp commences on Friday at Hang Kan. The men parade at the Volunteer Headquarters at 4 p.m.

Mr. A. Nilsson, Vice-Consul for Sweden, has returned to Hongkong after a short holiday in Europe with Mrs. Nilsson.

We learn that during the past three days the quotation for raw opium in Hongkong has jumped up \$300 a chest, though prices at Calcutta are unchanged.

The opening of the Panama Canal has begun to bring about great changes in the Orient, remarks the Manila *Cablenews*. One of the most important is the increase of the fortifications of the island of Guam, which is to become the headquarters of the U.S. Marine corps in the Far East. The latest orders received in Manila call for the transfer of the artillery received here to Guam and the greater part of the corps now here will leave the Philippines on the supply ship on January 15th.

AN INTERESTING OPIUM CASE.

In view of the provision in the new Opium Bill allowing a person to possess 20 taels of opium, a case which came before Mr. Hazland at the Magistracy yesterday is invested with special interest.

Two men, named Lam Ching and Li Ching, of 18, Graham Street, were charged with having in their possession more than 5 taels of prepared opium, in contravention of the existing law, and Mr. Hazland fined the first defendant \$2,000 with the alternative of 12 months' imprisonment with hard labour. The second defendant was discharged.

THE JUBILEE ROAD MURDER.

The hearing of the charge of fraticide against Kan Tsai, a junk-owner, was resumed by Mr. J. R. Wood at the Magistracy yesterday afternoon. In cross-examination by Mr. G. K. Hall Bruton (for the defendant), Po Pak Shan, the alleged eye-witness of the murder, said that he saw the third shot fired. It entered the breast of the dead man. The defendant started to leave the scene of the affair before the witness, but he ran forward and overtook him. After he had gone about 20 paces, he observed the defendant place the revolver into the side of the hill. Asked why the defendant should have taken the witness with him if he wanted to kill his brother, witness said he did not know the defendant's intention. The case was adjourned.

ROYAL HONGKONG GOLF CLUB,
FANLING.

RUNNING POOL, DECEMBER.	
Mr. G. M. Cookson	92-18=77
Capt. James	88-11=77
Mr. M. Kisse	101-21=77
Capt. Spicer	86-8=77
Mr. E. D. Matthews	91-13=78
Mr. S. H. Dowdell	92-14=78
Mr. C. A. Tomes	94-15=79
Mr. W. D. Kraft	85-5=80
Mr. G. S. Archbutt	81-4=81
Mr. A. Temperley	91-10=81
Mr. W. Leslie	92-8=84
Mr. R. F. Long	124-18=116
253 Entries.	

HASTINGS CUP, DECEMBER 26TH, 1913.	
Mr. A. Tomes	All Square
Mr. A. Ferguson	2 down
Mr. W. Leslie	2 down
Mr. G. M. Cookson	2 down
Capt. Dobbin	3 down
57 Entries.	

A YOUNG BRITISH NAVAL
AVIATOR FROM JAPAN.

The youngest aviator but one in the British Navy is of Far Eastern birth—Mr. Douglas G. Young, the second son of the well-known Editor of the *Japan Chronicle*. He is twenty years of age and is attached to the Royal Naval Flying School at Eastchurch, near Chatham, with the rank of Second Lieutenant. In a private letter received in Kobe he gives a few particulars in regard to a naval aviator's life. He says:

"Eastchurch is close to Queenboro, on the Isle of Sheppey, and a very dreary place, about twenty miles from the first signs of real civilisation, namely, Chatham. During last week I succeeded in breaking the Eastchurch flight record by reaching 10,900 feet on a Short biplane, with an 80 h.p. Gnome. During this trip I saw a most peculiar sight. Whilst getting up I climbed through clouds which were 3,500 feet thick, and which extended from a height of 4,000 feet to 7,500 feet. Above this there was glorious sunshine, and everywhere I looked there was a sea of cloud. Just in one place there was a circular hole through the clouds, and in the middle of this hole there was a cone of cloud about 1,000 or 1,500 feet in height. This was probably a circular storm, and as I wasn't sure, I didn't go near it. It took me 20 minutes to do 6,000 feet, and 2 hours and 30 minutes to do 10,000 feet, owing to the engine going 'dud'—as we say—through lack of oxygen. I took me 27 minutes to come down. I had another go to beat the British height record (12,900 feet) next day, but failed owing to my feet running into a snowstorm at 8,000 feet, and the carburettor freezing up and the engine stopping."

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

EXPENDITURE ON ARMAMENTS.

BRITISH CABINET MINISTERS' VIEWS.

LONDON, January 5th.

In response to a request for an interview regarding the statement of Mr. Lloyd George that the present is the most favourable moment in the last 20 years for overhauling the expenditure on armaments, Mr. Winston Churchill, who is now in Paris, replied that he made it a rule not to give interviews to newspapers on important questions of this character while under the consideration of the Cabinet.

While the Unionist papers give extracts from the speeches of Mr. Churchill to show the absolute opposition of his views to those of Mr. Lloyd George, the *Daily Chronicle* publishes other extracts from the speeches of Mr. Churchill and Mr. Asquith with the view to demonstrating the complete agreement of the Cabinet.

The Solicitor-General (Sir S. O. Buckmaster), speaking at Howarth, said that Military and Naval expenditure was necessary only so far as it was required to secure us unassailable from foreign enemies. It ceased to be needed directly we had made the relations with our neighbours so friendly that there was no reason to apprehend their action.

FLOUR IN THE ORIENTAL
MARKET.IMPORTANT JAPANESE ENTERPRISE AT
VANCOUVER.

VICTORIA (B.C.), January 5th.

The well-known Japanese millionaire, Baron Mitsui, has announced, through the Japanese Consul, that he intends establishing large flour and wheat terminals in Vancouver for the supply of the Oriental markets.

COLONIAL PREFERENCE.

AUSTRALIA INCLINES FAVOURABLY TO
CANADA'S ADVANCES.

LONDON, January 5th.

Mr. Foster, the Canadian Minister of Commerce, who has arrived in London from Australasia, interviewed by a representative of Reuter's Agency, said that his informal negotiations in regard to Preference between Canada and Australia had progressed favourably, but the change of Government in Australia precluded a definite arrangement. The sentiment in Australia favoured Preference.

Mr. Foster also declared that the great majority of Canadians approved of the Government's Naval measure, but it remained to be seen what action the Government would take on the re-assembling of the Canadian Parliament on the 15th inst. The Canadian Minister added that he was most impressed by the great interest shown in defence measures by the Australasians.

TRADE OF THE DOMINIONS.

LONDON, January 5th.

Reuter learns that the Dominions Trade Commission resumes in London to-day. It will consider the interim report, and continue sitting until February, when the members leave for South Africa, remaining there for two months, and then going to Canada in July.

THE NEW GREEK LOAN.

ATHENS, January 5th.

The new Greek loan for £20,000,000 is to bear 5 per cent. interest, and will be redeemable in 50 years. The minimum price is 67½, and certain revenues have been assigned as security.

RAILWAY TROUBLE IN SOUTH
AFRICA.MEN'S SOCIETY DEMAND CESSATION OF
RETRENCHMENT POLICY.

PRETORIA, January 5th.

The Executive of the Railwaymen's Society have presented an ultimatum to Sir Louis Botha demanding the immediate cessation of the policy of retrenchment concerning the railways, and the re-instatement of the men already "retrenched."

[THROUGH REUTER'S AGENCY.]

THE GERMAN CROWN PRINCE.

REPORTED LETTER ON THE ZABERN AFFAIR.

LONDON, January 5th.

There are persistent reports in the German papers that the Crown Prince has sent a message to Colonel von Reuter, the Commandant of the Garrison at Zabern, approving of his attitude in regard to the happenings there.

The court-martial of Colonel von Reuter began at Strassburg yesterday.

THE IRISH ARMS EMBARGO.

AMUSING INCIDENTS.

LONDON, January 5th.

The Irish Arms Proclamation is providing plenty of humorous incidents. The Customs officials seized a consignment of war material recently for troops stationed at Carrickfergus, and refused the application of the War Office for its release, on the ground that the Proclamation does not mention any exceptions. They have also seized swords, pistols, and uniforms, being part of a Theatrical Company's properties.

TURKEY'S NEW DREADNOUGHT.

PERTURBATION IN FINANCIAL CIRCLES.

CONSTANTINOPLE, January 5th.

Though the Turkish population generally is satisfied with the purchase of the Dreadnought *Rio de Janeiro*, financial circles are perturbed, and Ottoman Stock has dropped a point since the 2nd inst. The appointment of Enver Bey is also hardly soothing.

MR. LLOYD GEORGE IN NORTH
AFRICA.

ALGIERS, January 5th.

Mr. Lloyd George was the guest of the Governor-General at luncheon yesterday. He starts to-day for a motor tour in the interior, visiting Tiogad, Biskra, and Tugurt, on the borders of the Sahara.

OBITUARY.

LONDON, January 5th.

The death is announced of the well-known playwright and actor, Mr. Mark Melford.

TRAGEDY AT SHANGHAI HOTEL.

PACIFIC MAIL AGENT'S SUPPOSED SUICIDE.

A shooting tragedy occurred at the Palace Hotel, Shanghai, on 30th December, when Mr. W. R. Matteson, agent of the Pacific Mail S.S. Co., was found lying dead in his room, he it is supposed, having taken his own life. Mr. Matteson had been living in the hotel ever since he arrived in Shanghai in February last, and the discovery was made by a boy, early in the morning. He went to call Mr. Matteson, but receiving no reply, he entered the room and found him lying on the floor with a bullet wound in his head. The circumstances pointed to the fact that Mr. Matteson had been dead for some hours.

The sad news was received with deep regret by a large circle of friends, among whom the deceased was well-known and highly esteemed. He assumed charge of the Shanghai branch of the Pacific Mail in February last, previously having spent many years in Yokohama, being always connected with the company. He succeeded Mr. R. C. Morton at Shanghai, and at once gained the confidence and respect of all those with whom he became acquainted. He was a native of New York State, and was fifty years of age. Mr. Matteson, who was unmarried, was of a somewhat retiring disposition. At the inquest, Mr. A. H. Brown, chief clerk, said that during the time deceased was at Shanghai his health had been good physically, but mentally he was in rather a bad condition. His mind was not normal and he was frequently depressed, and worried greatly over trifles. Since witness knew him in Yokohama he was a changed man.

In reply to questions Mr. Brown said that deceased practically worried himself to death over his office business. Almost every night, for the last two months, deceased had written out a letter of resignation, and had frequently composed cables resigning from the company. In the morning he would talk over and read them to witness, who persuaded him not to resign but ask for a year's rest. On Christmas Day deceased mailed a letter asking for relief on account of mental breakdown. From conversations he had had with deceased during the past few days witness rather suspected that he "might do something of this sort." That morning witness had been instructed to give Mr. Matteson the required relief. The medical witness stated he could not testify to the cause of death without making a post mortem examination, and the inquest was adjourned.

NORDDEUTSCHER LLOYD SERVICE
TO CHINA.

The Norddeutscher Lloyd announces that, beginning with the sailing of the steamer *Kleist* from Southampton on January 13, the steamers of their China and Japan Line will call at Lisbon and Gibraltar alternately both outwards and homewards.

BETWEEN FOUR CAPITALS. OVER A THOUSAND MILES ACROSS SOUTH CHINA.

CANTON TO KWEILIN.

[Continued.]

THE FURLO.

From Wuchow to Kweilin the river pursues an ever-winding tortuous rock-tormented north north-westerly course over a rocky bed, which causes the water to be of a transparent clearness and to abound with fish of the trout type, which are of a delicious flavor, the catching of which forms the chief industry and staple diet of the few people scattered along this 300 miles of waterway in the heart of Kwangsi. Beyond Kweilin the river turns due north and is navigable to only very shallow draft boats in the summer months when there is plenty of water, and it is then possible to travel all the way by water from Canton in to the Yangtze, as the two watersheds are joined by a canal some ten miles long, which in the winter months is almost dry.

FORDING 160 MILES OF RAPIDS.

The entire length of the lower part of this river between Wuchow and Pinglokia, the only town of any importance, for a distance of some hundred and sixty miles, is one long succession of very difficult and dangerous rapids; consequently our progress was slow, averaging only some ten miles per day, although the crew worked very hard from early morn until sunset. These gillies work very hard, but the ear-splitting din they cause by a continuous yelling all day long, when they are poling the boat over the rapids, is incessant and trying to one's nerves, and can be likened only to souls in the torment of a Dante's Inferno. However, one gets used to it after a few days; it is even possible to sleep quite well when the din is at its height. They say they could not pole unless they made this noise, and one has to believe it. Between these numerous rapids the river flows through deep, narrow precipitous limestone gorges, when for a mile or so it is almost impossible to detect any current at all; and the boat can be yulced quite easily up stream. Then the river broadens out again into a series of rapids, with a drop in many cases of five feet within fifty yards. The majority of these houseboats have wooden captains fixable at the bows, and when a rapid is too steep to be navigated by poling, a couple of hundred yards of twisted bamboo rope is run out to the head of the rapid attached to the anchor, which is embedded in the shore, and a mound of stones is piled upon it to prevent it from slipping. The boat is then gradually hauled over the rapid amidst the inevitable yelling and screaming of the sailors, each of whom has his own special sing-song cry. One of the crew, the noisiest of the bunch, completely lost his voice after a few days, and it was most amusing to listen to his vain endeavors to make himself heard above the din of the others; but, of course, his best, was only a hoarse gasping sound, and even then he refused to give his vocal chords a rest, much to the amusement of all on board.

PEOPLE, CUSTOMS AND TOPOGRAPHY IN GENERAL.

The country passed through is one sea of mountains, covered with long coarse grass, and here and there in the valleys with fir trees, and isolated bamboo groves, but for the most part it is wild, barren and very sparsely populated. Scattered here and there along the river are a few rude, roughly-built, mud-brick and bamboo grass-thatched dwellings, with only an occasional temple here and there partly hidden in a cluster of pines to relieve the monotony. The inhabitants, who speak a mixture of Mandarin, Hunanese, Cantonese and Hakka, are extremely poor, subsisting chiefly on potatoes, cabbage, rice and fish, which latter appears to be the only industry of any importance. These are sold in the few market towns to be met with at intervals along the river.

CORMORANT FISHING BY TORCHLIGHT.—It is most interesting to watch the cormorant fishers by torchlight. Each fisherman stands on a raft made of four or five thick bamboo poles tied together. At one end is fixed a basket to hold the fish, whilst a torch burns brightly at the other. This sheds a lurid glow on the water, thereby attracting the fish to the light, and from time to time the half a dozen or so cormorants attached to each raft dive in and bring up the fish, of which they are promptly relieved as the raft is poled along. These birds are quite tame and well trained, and answer to the call like a dog. They appear to swallow all the fish, but when taken in hand a slight pressure on the throat makes them instantly disgorge the fish, which they hold in a sort of pelican-like pouch in the gullet. The only other industry along the river is the making of bricks and lime, the long grass and shrub covering the hillsides being used as fuel. At this time of the year the natives are busily engaged in cutting the grass and stacking

it near the kilns, husbanding up a good supply to carry them through the following summer, when they make the lime and bake the bricks. Very little land is available for cultivation, and as is customary in these barren mountainous regions, the natives are obliged to clear the sides of the hills of shrubbery so they can grow the maize on which they mainly subsist, as they are only able to grow their rice in very small patches near the mouths of small mountain streams, barely enough for their own consumption.

Yet in almost every instance one will find a small patch of the fragrant weed, near every little bamboo hut, practically the only luxury or seeming necessity of these mountain people.

APPROACH OF THE QUEEN.

Evidently the latest style of coiffure has not, as yet, reached these outlying parts, and the country people seem quite at an utter loss as to what style to adopt. On a market day in any of these small market towns, jotted here and there along the river, one sees the pukka pigtail in all its past and present fading glory. Although the majority have not completely discarded this appendage, yet it is slowly on the wane. Many have cut a part of it off and shaved the head as of yore, whilst others, chiefly the older men, still carefully guard it. From the old gentleman who has plaited it ever since he can remember, and who, unable to understand why it is being dispensed with, and who, loth to part with it, rolls it carefully under his hat—as if he were not quite certain whether it was *infra dig.* to sport it or not—to the young village blood, who wears about six inches nicely parted in the centre, and many others like so many Shockheaded Peters, each with a style of his own—one and all presenting a most extraordinary appearance, which would quite put to shame Paderewski himself. Truly, when one gets a peep into these out-of-the-beaten-track corners of this vast Republic, the full force of the obvious colossal task before the Chinese people of comprehending this new state of affairs is realized, and it will evidently take generations before even one-tenth of the Chinese race form but a hazy idea of what a Republic means. At present it appears that the only difference between the state of affairs now and that of a hundred years ago in these parts is the fact that a fraction of them have cut off part of their queues, otherwise the old customs and traditions prevail. Many possibly presume that this is only another phase of the revolutions that from time immemorial have shaken the Chinese Colossus, and that it is but a passing phase, and the old order of things will in the general course of events subsequently reassert itself. Who can tell?

ABSENCE OF PIRACY AND BRIGANDAGE ON THE RIVER.

Not being imbued with the hereditary piratical proclivities of their neighbours, the Kwangsees are now a fairly peaceful and law-abiding people, especially in this part of the province, and they generally resemble the Yunnanese in this respect. At intervals of ten miles or so along the river are stationed the old-fashioned picturesque type of guard-boats—so familiar years ago on the rivers in Kwangtung, but the old blue and white striped canvass awnings have now been replaced by the cheaper bamboo plaited covering, taking away much of their picturesque quality. An outstanding feature along the river is the old ruined stone-built forts at the entrance of the gorges, now in ruins, possibly a relic of the Taiping rebellion, which started in an obscure corner of this province, near the Tonking Frontier, and which assumed such large proportions ere it was finally quelled.

A SPORTSMAN'S PARADISE.

Plenty of wildfowl, mallard, duck and teal are to be seen in large numbers all along the river, but they are very shy and difficult to approach. The only means—which we adopted—of bagging them is to take the paths along the mountain side which afforded plenty of cover, approach as near as possible, and then wait until someone heads them off from the other side of the river, and drives them down to where you are waiting. If you get a brace, you are lucky. The hills abound with partridge—of the grouse type—and pheasant—chiefly of the long silver-tailed species. It is, however, very difficult to bag many without a good dog, as they lie very low in the grass on the hillsides.

UNRIVALED GRANDEUR OF THE MOUNTAIN SCENERY.

From Pinglokia—the only large town of any importance en route—about midway to Kweilin—the most vivid description could hardly do justice to the savage wildness of the country presented to us on all sides. For a distance of over fifty miles, nothing could be seen but a chaos of treeless monolithic, shaped rocks, high isolated mesas, rearing their needle-shaped peaks high into the sky, so that the contour shown on the skyline resembled the teeth of

some gigantic saw. Upheavals, volcanic activity, and torrential floods, have evidently disrupted and broken the geological strata of this region, through which has boiled the rock-tormented waters of this river for thousands of years. At the time of its formation, or perhaps earlier or later, this district was more or less broken and dislocated by upheavals of igneous rock and was then cut, channelled and furrowed into deep ravines and canyons by scores of mountain torrents. I do not know if this is an accurate scientific explanation of the contour of this region, but at least it accounts, in a conjectural way, for many of the extraordinary topographical features of the country; hundreds of peaks and ridges that stretch as far as the eye can see are unquestionably granitic.

A SPLENDID FIELD FOR LANDSCAPE PAINTERS.

The sunrise and sunset effects on this extraordinary mountainous region spreads out scenes of wild, unrivalled, natural beauty and grandeur, such that the pen absolutely fails to describe. No other region that I have ever seen in South China presents, in an equally limited area, such a remarkable diversity of unique rocky features. As difficult as this river is to navigate even at this time of the year, the imagination fails to grasp what a wonderful scene it must present to the eye when in flood. Many very fine waterfalls and stalactitic caves, disclosing subterranean rivers, are to be seen here and there, which greatly enhance the beauty of this wild mountain scenery.

THE EX-CAPITAL KWEILIN.

Situated in one of the most beautiful mountainous parts of Kwangsi, the ex-capital has, since the revolution, and the subsequent removal of the seat of Government to Nanning—on the West River—deteriorated commercially. This is not to be wondered at, seeing that all the officials, and their retinue, who all used to spend liberally, have removed their families, and incidentally their purchasing power with them. The splendid new Government buildings—in European style—so hastily constructed, in the triumphal fall, ensuring the fall of the Manchu Dynasty—are now the offices of the local newspaper and the military official. Although Kweilin has not yet been abandoned by the sanction of the Central Government officially, it is, to all intents and purposes, a capital of the past. The money market is tight—such that ten cent bank-notes are in circulation, which fortunately for the merchants are kept at par. In fact, Kwangsi bank-notes have been on a par with small coin ever since the revolution, a fact which is certainly a credit to the local Government, as in most other provinces, especially Kweichow, they are at a heavy discount. Everything is very quiet here, yet one misses the general air of prosperity which prevailed before the seat of Government was removed to Nanning.

A COLD SPELL.

A bitter north-easter has been blowing here for several days, bringing with it cold, driving rain and sleet, from which even the thickest winter clothing barely affords sufficient protection. If this cold weather continues, snow will probably fall ere Xmas, as the thermometer only registers a few degrees above freezing point, and as Xmas is drawing near one sighs for the roast turkey, mincepies and plum-puddings, and all the pleasant associations which Yuletide usually brings. *Mais tout ça, c'est une autre chose!*

(To be Continued.)

NEW CAPITAL ISSUE.

THE ROYAL DUTCH PROSPECTUS.

The prospectus has been issued of the Koninklijke Nederlandsche Maatschappij tot Exploitatie van Petroleumbronnen in Nederlandsch Indie (Royal Dutch Company for the Working of Petroleum Wells in Netherlands India) inviting applications for the issue in London of 28,204 shares to bearer of £110 each Dutch currency, being the balance of an issue of 40,400 shares offered in Holland to the existing shareholders. Messrs. N. M. Rothschild & Sons are authorized to offer the 28,204 shares for subscription at £1.620, equivalent to 451 3s. 1d. per share. The shares will be entitled to the full dividend for the year 1913. Attached to the prospectus is a copy of a letter addressed to Messrs. N. M. Rothschild & Sons by the Royal Dutch Company, and also the balance sheet of the company. The present issue of 40,400 shares will bring the total amount of Ordinary shares issued to £1,566,648,000 (£4,720,500). The company is now taking powers, and general meetings of shareholders have been called in order to give the shareholders the right of splitting the £1,100 shares into 10 shares of £100 each. The dividend on the Ordinary shares for 1912 was 41 per cent. The present issue is being made in order to further extend the business of the company. As regards the year 1913, it is anticipated that the profits will be sufficient to enable the company to pay on the capital, as increased by the present issue, at least the same dividend as was paid for the year 1912.

FOOTBALL.

UNITED SERVICES LEAGUE.

MONTHLY MEETING.

The usual monthly meeting of this League was held at the R.A. Barracks last evening, Captain T. A. Robertson, A.O.D., presiding.

The Staff and Departments Club was reported by the referee for turning out late. Lieut. Corpl. Reyle, their secretary, explained that the men did their best, but service duties kept them back. It was unanimously decided to accept the explanation, and the matter thereupon dropped.

It was reported that the efforts made to obtain the grant of a trophy for the Second Division of the League had proved unsuccessful and the fact was much regretted. Sergeant Wilson, the Hon. Secretary, however, had an alternative scheme. He reported that the net stand receipts for the recent "Army" v. "Navy" match amounted to \$94, and the meeting expressed its satisfaction thereto. He said that by an arrangement with the Hongkong Club part of this might have been handed over to that club, and it was decided, after much discussion, that he and the Chairman should interview the Club officials with a view of obtaining the best terms possible, especially bearing in mind the necessity for obtaining a trophy for the Second Division.

Finally, the meeting decided to record on the official minutes its appreciation of the way the arrangements for the Army and Navy match were prepared and carried out and its thanks to the Officers who honoured it with their presence.

UNITED SERVICES LEAGUE.

MATCHES FOR JANUARY, 1914.

First Division.
Saturday 10.—R.E. v. Tamar. Military Ground, 4.00 p.m. Referee, Mr. A. P. Storrie.
Saturday 17.—Tamar v. R.G.A. Naval Ground, 4.00 p.m. Referee, Mr. A. P. Storrie.
Saturday 31.—R.E. v. R.G.A. Military Ground, 4.00 p.m. Referee, Mr. E. J. Blake.
Second Division.
Tuesday 6.—R.E. Res. v. Hongkong Police. Military Ground, 4.00 p.m. Referee, Mr. E. Tyler.
Wednesday 7.—Submarines v. Staff and Dept. Naval Ground, 4.00 p.m. Referee, Mr. W. E. Doe.
Thursday 8.—83 Coy. R.G.A. v. Buglers D.C.L.I. Lyemun, 4.00 p.m. Referee, Mr. A. A. Wilson.
Friday 9.—Submarines v. Band D.C.L.I. In Dockyard, 4.00 p.m. Referee, Mr. H. Coxon.
Saturday 10.—88 Coy. R.G.A. v. 83 Coy. R.G.A. Lyemun, 4.00 p.m. Referee, Mr. J. B. Menadue.
Saturday 10.—Staff and Depts. v. R.E. Res. Military Ground, 2.30 p.m. Referee, Mr. J. F. Woods.
Monday 12.—87 Coy. R.G.A. v. Hongkong Police. Stonecutters, 4.00 p.m. Referee, Mr. E. J. Blake.
Monday 12.—Buglers D.C.L.I. v. Tamar Res. Military Ground, 4.00 p.m. Referee, Mr. W. E. Doe.
Wednesday 14.—Staff and Depts. v. Submarines. Military Ground, 4.00 p.m. Referee, Mr. C. Williams.
Thursday 15.—Tamar Res. v. 87 Coy. R.G.A. Naval Ground, 4.00 p.m. Referee, Mr. F. W. Wright.
Thursday 15.—Band D.C.L.I. v. 88 Coy. R.G.A. Military Ground, 4.00 p.m. Referee, Mr. E. Tyler.
Saturday 17.—Staff and Depts. v. Buglers D.C.L.I. Military Ground, 4.00 p.m. Referee, Mr. J. F. Woods.
Wednesday 21.—Submarines v. Tamar Res. Naval Ground, 4.00 p.m. Referee, Mr. F. W. Eager.
Saturday 24.—83 Coy. R.G.A. v. Tamar Res. Lyemun, 4.00 p.m. Referee, Mr. A. P. Storrie.
Tuesday 27.—88 Coy. R.G.A. v. Staff and Depts. Military Ground, 4.00 p.m. Referee, Mr. J. Moran.
Wednesday 28.—Hongkong Police v. R.E. Res. Military Ground, 4.00 p.m. Referee, Mr. E. Tyler.
Saturday 31.—Staff and Depts. v. Tamar Res. Military Ground, 2.30 p.m. Referee, Mr. F. W. Eager.

RUGBY.

The following will represent the Hongkong Club v. H.M.S. *Minotaur* and Tamar on the Club Ground, Happy Valley, this evening at 4.45.—T. E. S. Robson; A. N. Joseland; W. A. Nowers; P. Linton; and A. S. Kempthorne; H. S. Rouse and Jasper Clark; F. C. Hall; J. C. Taylor; H. G. Henarv; A. P. Deane; G. Norrington; J. H. Watson; J. M. Walker, and T. W. Mackay.

SIGHT TEST FOR THE
MERCANTILE MARINE.

The following letter which appeared in the *Times* of the 5th ult. may interest many of our readers:—

Sir,—I think that we should lose no time in letting young men who have been failed, and who may be failed, in the Board of Trade new lantern test for colour vision know what we are doing in their interest. We are most anxious that none of them should give up all thought of a seafaring life, because seeing that, as far as I can ascertain, shipowners and nautical associations are unanimous in their intention to endeavour to bring about a considerable modification, there is every hope that those who have failed will have the opportunity of trying again. The Board of Trade are at present very busy in connection with the International Conference now sitting, and we do not think it fair to add to their labours until it is over.

The moment that happens we intend to ask the Board of Trade to receive a representative deputation of shipowners and nautical men, and we feel very confident that the same spirit which influenced the modifications in form vision will bring about what we want in colour vision.—Yours,
JOHN GLYNN.

14, Chapel-street, Liverpool, Dec. 5th.

CANTON NOTES.

[FROM OUR OWN CORRESPONDENT.]

CANTON, January 3rd.

MR. KANG YU WEI.

President Yuan has telegraphed to Mr. Kang Yu Wei, asking him to proceed to the Capital to give the benefit of his knowledge to the Administrative Conference.

DEATH OF LI SHAI KWAI.

The death, under tragically sudden circumstances, is recorded of Li Shai Kwai, who, until the time of his demise, was Co-Director of the Tranquillization Bureau of the Kwangchow Prefecture. On the evening of the 1st instant he entertained his brother-officers and the members of the local gentry to dinner at the Headquarters of the Bureau for the Suppression of Brigandage in Shiklung, but he suddenly succumbed when he was about to drink the fourth cup of liquor. Medical assistance was at once summoned but all attempts to resuscitate him proved unsuccessful. The body of the deceased was conveyed to Canton on a launch for burial.

CHINESE STATESMEN AND
CHRISTIANITY.

"Veritas" writes to the *Central China Post* of Hankow, pointing out that the vast majority of foreign residents in China seem to ignore the fact that Vice-President Li is not the enlightened reformer they take him to be, but "a tortuous Oriental withal." This correspondent goes on to say:—

"I have been astonished to see the many pious but altogether untrue reports and tales which appear in the Christian papers, mission papers and periodicals of the home-lands. General Li, Hwang Ksin, Sun Wen, even Cheng Chi-wei (I) are all represented as staunch Christians, who were anxious to abolish heathenism in China, and be champions of Christianity. Someone must be responsible for such vague and entirely wrong statements. Is it the foreign Press in China, or shall we blame certain individuals for such misgivings? The same and even more is said about President Yuan Shih-kai; when in fact no one is further away from being a champion of Christianity than he. It was the same with the call for prayer which came some time ago from China to the Christian world. What a to-do was made about it in foreign countries! It was looked at in many circles as the dawn of the Constantine era in China. Why do wise and real knowers of China not come forward on such occasions and remind the world that it is only a 'tortuous Oriental way' of doing things, and that the world should receive such phenomena with a grain of salt?"

But is not this exactly how the world has received this intelligence?

FOREIGN GARRISONS IN CHILHI.

We do not think it is generally realized that certain conditions are attached to the withdrawal of the foreign garrisons in Chihli. Article X of the Sino-Japanese Commercial Treaty of 1903 reads as follows:—

International Quarter in Peking.
The High Contracting Parties hereto agree that in case of and after the complete withdrawal of the foreign troops stationed in the Province of Chihli, and of the Legation Guards, a place of international residence and trade in Peking will be forthwith opened by China itself. The detailed regulations relating thereto shall be settled in due time after consultation.

While the Chinese are under no illusion as to the motives underlying Russia's proposal they have naturally seized upon this opportunity to acquire "face" by making it the pretext for a formal application to the Foreign Powers to copy Russia's example. It is probable that they have made this move with tongue in cheek, devoutly hoping that the Powers approached will politely but firmly decline to withdraw their garrisons for the present. For if the application were acceded to, the Chinese Government would have to accept responsibility not only for the protection of the Foreign Legations, and the handful of foreigners who live outside the Legation Quarter, but also for providing and protecting a foreign settlement in the capital. If the Chinese are so highly susceptible that they regard the presence of foreign garrisons in Chihli as humiliating, would they not regard a foreign settlement in the capital itself, as equally, if not more, humiliating. We are among those who would welcome the opening of Peking to foreign residence and trade, but we are not at all sure that we should welcome the establishment of a foreign settlement with its independent Municipal Jurisdiction, its Consular Body, and all the other complex mechanism that generally accompanies the setting apart of an area for foreign residence, and trade in a Chinese city.—*Peking Gazette.*

WHITE WOLF.

Great efforts have been made by the Government to suppress the "White Wolf" and his gang. It is now reported that most of his followers have scattered, while the "wolf" has taken shelter with a few of his followers in the fastnesses of the Nan Yang Mountains. As it is very difficult to penetrate into his hiding places the President has ordered a few aeroplanes to be sent down to assist in the operations against him. It is also reported that the Tutuh of that province will proceed personally to Wannan to direct the operation.—*Peking Gazette.*

The Ministry of Finance has been instructed by the President to pay \$50,000 to the National Assembly for travelling expenses of the members of the Tsan Yi Yuan and Chung Yi Yuan in order that they can return to their native places. It is stated that \$30,000 was paid to the Tsan Yi Yuan and \$20,000 to the Chung Yi Yuan by the said Ministry.

INTIMATIONS

ANKLES SWOLLEN
AND SKIN OFF

Caused by Friction. Inflammation Set In. Used Cuticura Soap and Cuticura Ointment Alone. In Two Weeks Quite Right Again.

9, Highten Croft, Marston Holgate, Brierfield, Eng.—"My husband is an insurance agent and a good many of his calls are out into country districts, and for this reason he purchased a pair of strong boots. After one of his long rounds he came home with one of his ankles swollen and the skin off, caused by the friction of the strong leather on the ankle. I applied a well-known ointment, but it got worse instead of better, then inflammation set in. This was going on for a fortnight. I had sent for my samples and they arrived just at this time, so I commenced to use them at once, with the result that the first application was not only most soothing but it soon started to improve. I continued with Cuticura Soap and Ointment alone and after two weeks it is quite right again. I may say that I applied Cuticura Ointment to my chapped hands with pleasing results." (Signed) Mrs. S. Dargson, Mar. 22, 1912.

A single cake of Cuticura Soap and box of Cuticura Ointment are often sufficient when all else has failed. Sold throughout the world. A sample of each with 25-35 Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; E. Towns & Co., Sydney; N. S. W. Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Foster Drug & Chem. Corp., Boston, U.S.A.
Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-10]

MAPPIN & WEBB,
LIMITED.NEW CONSIGNMENTS
STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP
& CO.,

ALEXANDRA BUILDINGS,

CHATER ROAD

[41]

CALDBECK,
MACGREGOR & CO.

(ESTABLISHED 1864).

LUXURIES FOR THE

NEW YEAR SEASON

CALDBECK'S COCKTAILS.

V.O.S. WHISKY.

DOW'S HUNTING PORT.

BENEDICINE (D.O.M.)

AQUARIUS SODA.

CLUB CIGARETTES.

[25]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed **DAILY PRESS** only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour, the supply is limited. Only supplied for Cash.

P.O. Box, 55. Telephone No. 18.
Telegraphic Address: "PRESS."
Cables: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

TO LET,
For Eighteen Months from 1st March.

FULLY FURNISHED SIX-ROOMED HOUSE, on Chatham Road, Kowloon. Half share of Tennis Court.
Apply—
Care of "Daily Press" Office.
Hongkong, 5th January, 1914. [130]

THE "INDRA" LINE, LIMITED.
For SAN FRANCISCO.

THE Steamship
"INDEASAMHA."
Captain Jones, will be despatched as above about 14th January.
For Freight and further information, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 6th January, 1914. [131]

THE ROYAL MAIL STEAM PACKET COMPANY.
The Steamship "SOLVEIG."
FROM SEATTLE.

THE above Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 10th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamship or Godown, and all Goods remaining in Godown undelivered on 12th inst., at 5 p.m., will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 12th inst., at 9.30 a.m.

All Claims must be presented on or before 15th inst., otherwise they will not be recognized.
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 4th January, 1914. [149]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.
THE Steamship
"TRANQUEBAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.

All Claims must reach us before the 19th inst., or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
MELCHERS & Co.,
Agents.
Hongkong, 5th January, 1914. [129]

NOTICE TO CONSIGNEES.
P.M. S.S. "KILE,"
FROM SAN FRANCISCO VIA JAPAN
PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed into the Company's Godown at West Point at Consignees' risk and expense.

Cargo undelivered by 11.55 a.m., the 6th Jan., at Noon, will be landed into the Company's Godown at Consignees' risk and expense.

Cargo remaining undelivered Monday, 12th Jan., at Noon, in addition to landing charges will be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown, SATURDAY, 10th Jan., at 10 a.m.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 5th Feb., otherwise they will not be recognized.
R. C. MOUTON,
Agent.
Hongkong, 5th January, 1914. [132]

MINISTRY OF COMMUNICATIONS.

NOTICE.
(Translation.)

NOTICE IS HEREBY GIVEN that the time within which Proposals and Schemes on Railway Policy for China, invited by the Ministry of Communications, from the Public—Chinese and Foreign—and fixed for the 31st December, 1913, by a Notice published in this paper, is now extended to the end of February, 1914.

Dated 5th December, 1913. [121]

ENTERTAINMENTS

THEATRE ROYAL.
7 NIGHTS ONLY 7

COMMENCING
FRIDAY, 9TH, to 10TH JANUARY.

FAREWELL VISIT
OF

MR. EDGAR WARWICK
AND HIS

COURT

CARDS.

The most popular Concert Party that has ever visited the East.

PRICES: \$3, \$2 AND \$1.

PLANS NOW OPEN AT
MOUTRIE'S.

Hongkong, 3rd January, 1914. [125]

NOTICES OF FIRMS

NOTICE.
MR. CHARLES VON JOSE and Mr. CHARLES E. RAYNER have This Date Retired from our Firm.

MR. CURT LANDGRAF has This Day been admitted Partner, and
MR. WILHELM SCHUECHNER has been authorised to Sign the Firm.

CARLOWITZ & Co.,
Hongkong, 1st January, 1914. [1496]

NOTICE.
MR. GEORGE WINSTANLEY
MR. BARTON has been admitted a Partner in our Firm as from the 1st January, 1914.

DOUGLAS LAPRAIK & Co.,
Hongkong, 1st January, 1914. [1499]

NOTICE.
THE Undersigned, hitherto carrying on Business under the name of GARNER, QUELCH & Co., beg to notify the Public that from This Date the Firm name will be altered to—**DONNELLY & WHITE.**

D. E. DONNELLY,
L. M. WHITE.
Hongkong, 1st January, 1914. [1501]

NOTICE.
THE Business of the Undersigned will as from This Date be carried on under the style or Firm name of "D'ALMADA & MASON," I having This Day taken Mr. C. FARE-BROTHER MASON into Partnership.

F. X. D'ALMADA & CASTRO,
Solicitor,
33, Queen's Road Central,
Hongkong.
Dated the 1st day of January, 1914. [1502]

NOTICE.
MR. MANUEL BAPTISTA, who has been for a number of years connected with the Firm of Messrs. VIEIRA & Co., Hongkong, has This Day established himself as Merchant, General Exporter and Importer under the name and style of BAPTISTA & Co.

HONGKONG, 1st January, 1914.

NOTICE.
WE HAVE This Day established ourselves as **MERCHANTS, GENERAL EXPORTERS AND IMPORTERS.**

BAPTISTA & Co.,
Powell's Building, 2nd Floor.
Hongkong, 1st January, 1914. [1503]

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HONGKONG, 1st January, 1914.

INTIMATIONS

LANE, CRAWFORD & Co.

TAILORING DEPARTMENT.

THIS DEPARTMENT IS NOW UNDER ENTIRELY

NEW MANAGEMENT.

WE HAVE A SPLENDID SELECTION

OF

WINTER SUITINGS

IN

THE NEWEST AND BEST MATERIALS.

LATEST LONDON FASHIONS.

LANE, CRAWFORD & Co.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

AUTOMATIC PISTOLS.

8 Shots in 10 Seconds

BROWNING

SCOTT-WERLEY & Co.

(Adopted by British Government).

ORDINARY AND POCKET SIZE AMMUNITION TO FIT.

SIEMSEN & Co.

(MACHINERY DEPT.),

QUEEN'S BUILDING (opposite Star Ferry).

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a **NEW SILK STORE** in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 35 and 37, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. RANKIN & Co., where we are displaying an entirely new, Handsome and Gorgeous Stock of **SILK GOODS** and **JEWELLERY WARE** of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.
D. CHELLARAM,
Hongkong, 26th July, 1913. [1507]

TO CONTRACTORS AND OTHERS.

FOR SALE, in First Class order and condition.

One **HORIZONTAL STEAM ENGINE** 24 H.P., complete with feed pump, by MAXLOVE, ALBION & FRYER, England. Stroke 24 inches. Diam. of Cylinder 13 inches. Diam. of Driving pulley 48 inches by 11 1/2 inches.

The Engine can be seen on application to the Manager, North Point Installation. Offers to be submitted to—
THE ASIATIC PETROLEUM Co.
(S. C.) Ltd.,
4, King's Buildings,
Hongkong, 5th January, 1914. [126]

GRACA & Co.
Pedder St. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.
Just Received:
POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 26th December, 1913. [1493]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

6% FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

PAYMENT OF THE HALF-YEARLY INTEREST due on 1st JANUARY, 1914,

will be made on presentation of Coupon No. 3 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION, at

CHARTERED BANK OF INDIA, Tientsin,

AUSTRALIA & CHINA, Shanghai,

RUSO-ASIATIC BANK, or

YOKOHAMA SPECIE BANK, LTD., Hongkong.

DEUTSCH-ASIATISCHE BANK,

BANQUE BELGE POUR L'ETRANGER.

The Interest, less Income Tax at 1s. and 2d. in the £, will be:

On £20 Bonds, 12s. 0d.

Per Coupon (Gross) 12s. 0d.

Less Tax at 1/2d. in the £ 0. 0. 6.

Net amount payable — 11s. 3.0d.

On £100 Bonds, 6s. 0d.

Per Coupon (Gross) 6s. 0d.

Less Tax at 1/2d. in the £ 0. 0. 6.

Net amount payable — 5s. 11. 6.

On £500 Bonds, 30s. 0d.

Per Coupon (Gross) 30s. 0d.

Less Tax at 1/2d. in the £ 0. 17. 6.

Net amount payable — 28s. 2. 6.

Payment will be made in Tails at the Demand.

Buying rate of exchange of the day the Coupon is presented.

By Order,

THE KAILAN MINING ADMINISTRATION.
W. S. NATHAN,
General Manager.

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

6 PER CENT. FIRST MORTGAGE DEBENTURES (RAILWAY BONDS).

FIRST DRAWING.

NOTICE IS HEREBY GIVEN that, in conformity with the conditions endorsed upon the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Twenty-seventh day of November, 1913, at the Office of the Company, No. 22, Austin Friars, in the City of London, in the presence of **WALTON FITZPATRICK TURNER**, one of the Directors, **ALFRED WILLIAM BERRY**, Secretary of the Company, and **JOHN WILLIAM FEZIK**, J.A.B.A.L.D.E., of 7/8, Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1913, at either of the following places:—

In London: At the Transfer Office of the Company, No. 26, Austin Friars, London, E.C.

In Brussels: At the Office of the Local Board, 13, rue Brederode, Brussels.

In China: At the General Office of the Company, Tientsin.

6 BONDS OF £200 EACH, NUMBERED.

50 172 179 190 231 256

70 BONDS OF £100 EACH, NUMBERED.

285 323 350 356 401 402

453 481 509 515 560 561

601 629 657 663 708 709

754 782 810 816 861 862

906 934 962 968 1013 1014

1058 1086 1114 1120 1165 1166

1206 1234 1262 1268 1313 1314

1358 1386 1414 1420 1465 1466

1506 1534 1562 1568 1613 1614

1658 1686 1714 1720 1765 1766

1806 1834 1862 1868 1913 1914

1958 1986 2014 2020 2065 2066

2106 2134 2162 2168 2213 2214

2258 2286 2314 2320 2365 2366

2406 2434 2462 2468 2513 2514

2558 2586 2614 2620 2665 2666

2706 2734 2762 2768 2813 2814

2858 2886 2914 2920 2965 2966

2965 2966 2967 2968 2969 2970

2971 2972 2973 2974 2975 2976

2977 2978 2979 2980 2981 2982

2983 2984 2985 2986 2987 2988

2989 2990 2991 2992 2993 2994

2995 2996 2997 2998 2999 3000

3001 3002 3003 3004 3005 3006

3007 3008 3009 3010 3011 3012

3013 3014 3015 3016 3017 3018

3019 3020 3021 3022 3023 3024

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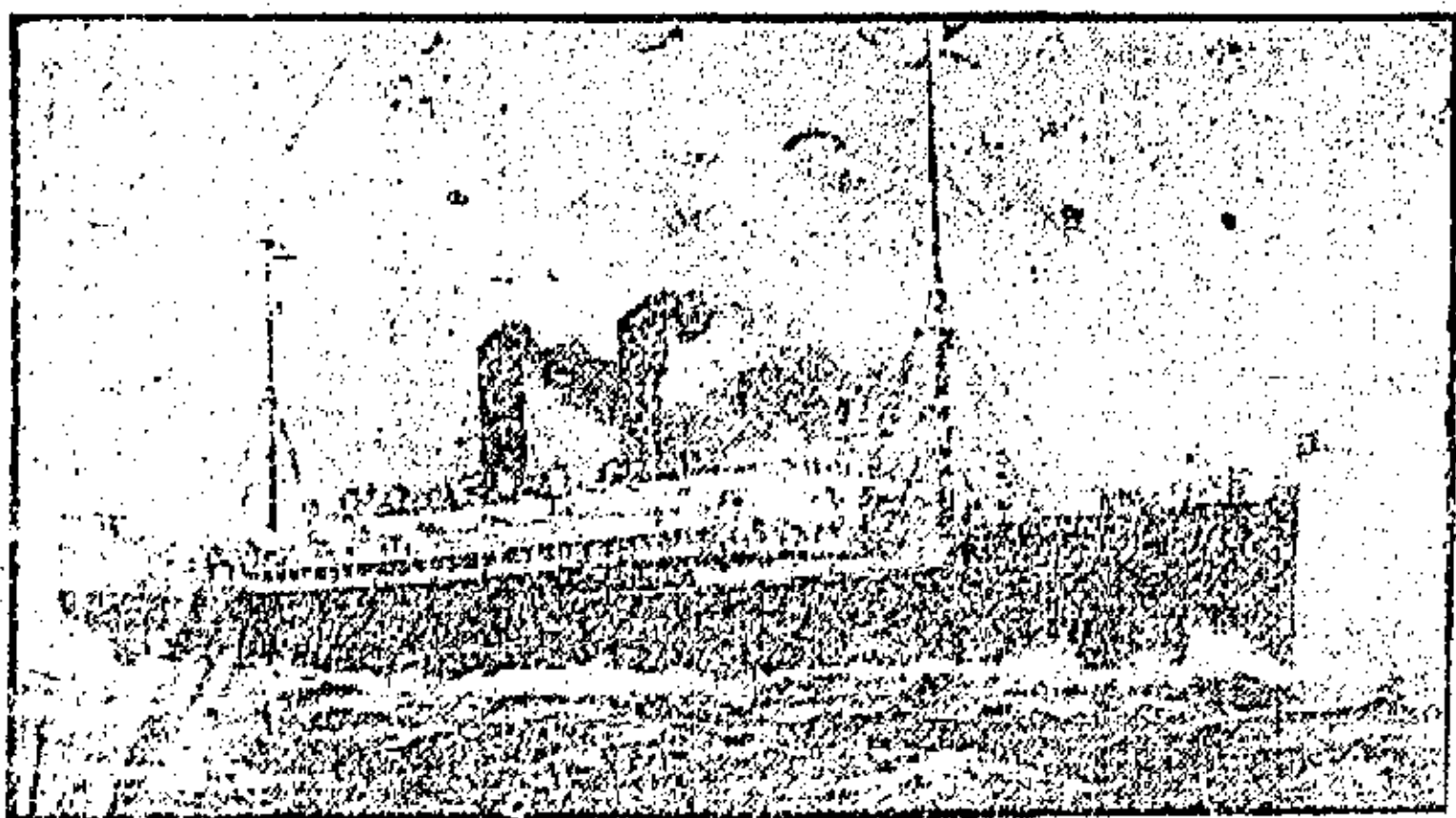
3037 3038 3039 3040 3041 3042

3043 3044 3045 3046 3047 3048

3049 3050

PACIFIC MAIL

STEAMSHIP COMPANY.
THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK TO EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BIDGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
MANCHURIA	27,000	TUESDAY, 6th Jan., at 1 p.m.
NILE	11,000	SATURDAY, 10th Jan., at 9.45 a.m.
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 p.m.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.
KOREA	18,000	
SIBERIA	18,000	
CHINA	10,200	

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
10th Jan. ... NILE	12th Jan.	27th Jan. ... PERSIA		29th Jan.
7th Feb. ... PERSIA	9th Feb.			

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.
Panama-Pacific International Exposition—San Francisco—1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched to YOKOHAMA, KOBE and MOJI on 6th January, at 4 p.m.
S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched to KOBE and MOJI on 28th January.

WESTWARD
S.S. "JAPAN," 5,013 tons, Captain C. P. Sedden, will be despatched as above on 9th January.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 3rd January, 1914.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAIDINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAIDINGS.
COPENHAGEN, GOTHENBURG and BALIC PORTS	"CEYLON"	9,000	About 15th Jan.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	"CORDILLERE"	On 12th January.
	"MAGELLAN"	On 26th January.
MARSEILLES VIA PORTS	"PAUL LECAT"	On 13th January.
	"DUMBEA"	On 27th January.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSFERRING ON THE CO'S STEAMERS AT COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

S. C. de BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAIDINGS:
From Hongkong: 31st January, 1914. Connecting with "GUJARAT" From COLOMBO: 15th February, 1914.
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAIDINGS:
From Hongkong "SALAMIS" Middle of March.
FIRST CLASS ACCOMMODATION FOR PASSENGERS.
Fitted with WIRELESS TELEGRAPHY.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 6th JAN., 1914.

8 a.m. FATSHAN. 8 a.m. HEUNGSHAN.
10 p.m. HEUNGSHAN. 5 p.m. KINSHAN.

WEDNESDAY, 7th JAN., 1914.

8 a.m. KINSHAN. 8 a.m. FATSHAN.
10 p.m. FATSHAN. 5 p.m. HEUNGSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.

Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUZ TAI, Tons 1,651. S.S. TAISHAN.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th JANUARY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES:
Saloon Single \$3, Return \$5. 1st Class Single \$1.50, Return \$2. 2nd Class Single \$1, Return \$1.50.

Staterooms—Saloon \$1 per person each way. 1st and 2nd Class 50 cts. per person each way.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. SUZ TAI, 1,651 tons. S.S. TAISHAN, 569 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

S.S. HOI SANG, 457 tons.

Departures from Macao to Canton on Tuesday, Thursday and Saturday, at 8 a.m.

Departures from Canton to Macao on Monday, Wednesday and Friday, at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SALVAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANGU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

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OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAIDINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving

"MEXICO MARU" ... N. Kobayashi ... WED'DAY, 7th Jan., at 1 p.m.

"CHICAGO MARU" ... I. Goto ... THURSDAY, 22nd Jan., at 1 p.m.

"CANADA MARU" ... H. Yamamoto ...

"TACOMA MARU" ... T. Hamada ...

"PANAMA MARU" ... J. Kaneko ...

"SEATTLE MARU" ... T. Saito ...

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair sized and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving

"JAVA MARU" ... K. Hori ... MONDAY, 12th Jan., a.m.

"SAIGON MARU" ... T. Yamaguchi ...

"INDO MARU" ... K. Komiya ...

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer Captain Leaving

"KAIO MARU" ... Y. Yamamoto ... WED'DAY, 14th Jan., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIJIN MARU" ... K. Murakami ... SUNDAY, 11th Jan., at 10 a.m.

"DAIGI MARU" ... S. Tekushige ... SUNDAY, 18th Jan., at 10 a.m.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

"ROSHU MARU" ... K. Tashira ... FRIDAY, 9th Jan., at 8 a.m.

FOR CANTON.

Steamer Captain Leaving

"SOSHU MARU" ... K. Tashira ... TUESDAY, 6th January.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soen Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA, MANAGER,
Second Floor No. 1 Queen's Building.

7411

PHILIPPINES S.S. CO.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN AND AUSTRALIAN STEAMSHIP CO., Ltd.

Electric Light. Fans in every Cabin. Competent Stewardsess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,
Hongkong, 5th January, 1914. PHILIPPINES S.S. Co. [10]

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAIDINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPLACEMENT TONS SAILING DATES

MARSHILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

HITACHI MARU Capt. T. Sato, 12,500 WED'DAY, 14th Jan., at Daylight.

MIYAZAKI MARU Capt. Soyeda, 16,000 WED'DAY, 20th Jan., at Daylight.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

AWA MARU Capt. R. Shimada, 12,500 TUESDAY, 13th Jan., at Noon.

SHIDZUOKA MARU Capt. Iriawa, 12,500 TUESDAY, 27th Jan., at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

TANGO MARU Capt. T. Sakine, 13,500 WED'DAY, 14th Jan., at Noon.

NIKKO MARU Capt. Takeda, 9,600 WED'DAY, 11th Feb., at Noon.

CALCUTTA via SINGAPORE, PENANG & RANGOON

TOSA MARU Capt. — 12,500 SATURDAY, 10th January.

BOMBAY via SINGAPORE, and COLOMBO

KAWACHI MARU Capt. Christensen, 12,500 TUESDAY, 6th January.

KOBE and YOKOHAMA

IYO MARU Capt. Hirao, 12,500 THURSDAY, 15th Jan., at 11 a.m.

SHANGHAI, MOJI and KOBE

BOMBAY MARU Capt. Tezawa, 5,000 WED'DAY, 14th January.

NAGASAKI, KOBE and YOKOHAMA

NIKKO MARU Capt. Takeda, 9,600 WED'DAY, 14th Jan., at 11 a.m.

SHANGHAI, KOBE and YOKOHAMA

SANUKI MARU Capt. Deguchi, 12,500 FRIDAY, 16th January.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER TONS SAILS WEDNESDAY

MIYAZAKI MARU ... 16,000 ... 23th January.

KITANO ... 16,000 ... 11th February.

IYO ... 12,500 ... 25th February.

HIRANO ... 16,000 ... 11th March.

KATOH ... 20,000 ... 25th March.

KAKO ... 16,000 ... 8th April.

KASIMA ... 20,000 ... 22nd April.

FOR AMERICA.

STEAMER TONS SAILS TUESDAY

SHIDZUOKA MARU ... 12,500 ... 27th January.

TAMBA ... 12,500 ... 10th February.

AKI ... 12,500 ... 24th February.

SADO ... 12,500 ... 10th March.

YOKOHAMA ... 12,500 ... 24th March.

AWA ... 12,500 ... 7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON. 1914.

PROPOSED SAIDINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers to SHANGHAI, HONGKONG, COLOMBO, HAI KONG.

Connecting Steamers from COLOMBO to MARSEILLES and LONDON.

Use at MARSEILLES.

Due at FLYTHROU (London 1 day late)

Thurs. 6 p.m. Noon. Tues. Satur.

Jan. 8 EGYPT ... Jan. 13 Jan. 17 MOOLTAN ... Feb. 13

Jan. 22 DEVANHA ... Jan. 27 Jan. 31 MOBEA ... Feb. 27

Feb. 5 CHINA ... Feb. 10 Feb. 14 MALOJA ... Mar. 5

Feb. 19 ASSAYE ... Feb. 24 Feb. 28 MARMORA ... Mar. 19

Mar. 5 INDIA ... Mar. 10 Mar. 14 MOZAVIA ... Apr. 2

Mar. 19 DEVANHA ... Mar. 24 Mar. 28 MEDINA ... Apr. 16

Apr. 2 ARCADIA ... Apr. 7 Apr. 11 MONGOLIA ... Apr. 30

Apr. 16 DELTA ... Apr. 21 Apr. 25 MALWA ... May 14

Apr. 30 ASSAYE ... May 5 May 9 MOOLTAN ... June 5

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL

of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive

in Marseilles on Friday, and London on the following Friday. Arrangements are also

being made whereby passengers by the P. & O. Special Train from Marseilles can now

</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	SIMLA Capt. G. Phillips	10 A.M. 7th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. E. Jenkins	About 10th Jan.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 15th Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	EGYPT Capt. F. R. Summers	Noon, 17th Jan.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 5th January, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LIANGCHOW	On 6th Jan., 4 P.M.
MANILA, CEBU and ILOILO	CHINHUA	On 6th Jan., 4 P.M.
HOIHOW & HAIPHONG	KUICHOW	On 7th Jan., Noon.
SHANGHAI	ANHUI	On 8th Jan., 4 P.M.
SHANGHAI & TSINGTAU	YINGCHOW	On 10th Jan., M'night.
SHANGHAI	SHAOHSING	On 13th Jan., Noon.
MANILA, CEBU and ILOILO	TEAN	On 13th Jan., 4 P.M.
SHANGHAI and TSINGTAU	LUOHOW	On 15th Jan., 4 P.M.
SHANGHAI	KANGHOW	On 17th Jan., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amiships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUOHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast, schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 5th January, 1914. TELEPHONE 56. AGENTS. [7]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
via MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	24th Jan.	On 13th Feb., 10 A.M.
EMPIRE	24th Jan.	On 13th Feb., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Canadian, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE and YOKOHAMA:	For MARSEILLES, HAVRE & HAMBURG:
S.S. O. J. D. AHLERS .. 14th Jan.	S.S. C. FEED. LAEISZ .. 6th Jan.
S.S. BELGRAVIA .. 16th Jan.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SPEZIA .. 28th Jan.	S.S. GOLDENFELS .. 13th Jan.
S.S. SAXONIA .. 4th Feb.	For MARSEILLES, BREMEN & HAMBURG:
S.S. SCANDIA .. 14th Feb.	S.S. EMDEN .. 14th Jan.
S.S. HORDE .. 28th Feb.	For VANCOUVER, SEATTLE and/or Tacoma
S.S. BADEN .. 10th Mar.	& PORTLAND (Or).
S.S. SUDMARK .. 12th Mar.	S.S. BELGRAVIA .. 16th Jan.
S.S. BRISGARA .. 26th Mar.	For HAVRE, EMDEN & HAMBURG:
	S.S. SILESIA .. 26th Jan.
	For VICTORIA, VANCOUVER, SEATTLE &
	PORTLAND (Or).
	S.S. SAXONIA .. 2nd Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd January, 1914.

DOUGLAS STEAMSHIP CO., LTD.

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FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Bosch	TUESDAY, 6th Jan., at 11 A.M.
"HAICHONG"	Capt. W. C. Passmore	SATURDAY, 10th Jan., at 2 P.M.
"HAIZANG"	Capt. A. E. Hodgins	TUESDAY, 13th Jan., at 11 A.M.

The s.s. "Haichong" will not call at Swatow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th January, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
* NIPPON MARU	22,000—21 knots	WED'DAY, 14th Jan.
TENYO MARU	22,000—21 knots	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.
SHINYO MARU	22,000—21 knots	
CHIYO MARU	22,000—21 knots	

* via MANILA, Omitting Shanghai.

All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON	£71.10.....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	\$50. " " " " £96.10.
" " " " SAN FRANCISCO	\$45. " " " " £68.

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SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
KIYO MARU	17,000—14 knots	TUESDAY, 3rd February, 1914.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

Steamer	Tonnage	Speed
S.S. TENYO MARU	22,000	21 knots.
S.S. CHIYO MARU	22,000	21 "
S.S. SHINYO MARU	22,000	21 "
S.S. NIPPON MARU	11,000	18 "
S.S. HONGKONG MARU	11,000	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including: Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every State-room. Brass Beds, Porcelain Bath-tubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

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The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Landscapes and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

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GENERAL ORIENTAL AGENT.

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MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "KORNER" 9,900 tons, will leave as above on 15th January, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.
S.S. "CHINA" 11,800 tons, will leave as above about 2nd February.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £2.15, II £1.10.

Via Venice, Milan, St. Gothard, Lucerne, Bale, Lac, Calais or Boulogne, Class I £2.15, II £1.10.

BY SEMBRING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.11, II £1.09.BY TAVERN EXPRESS:
Via Munich, Cologne, Bonn or Frankfurt, Class I £2.18, II £1.15.TO SHANGHAI.
S.S. "BOHEMIA" 7,900 tons, will leave as above on 1st February, at 6 A.M.FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.S.S. "VORWAERTS" 12,900 tons, will leave as above about 31st January.
Cargo takes at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS.

Hongkong, 5th January, 1914.

Princes' Building. [52]

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BUELOW" Capt. C. NAHRATH	16,900	Wed'day 7th Jan., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. VON BINZER	18,300	About Thursday, 8th Jan.
MANILA, YAP, MAKONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. A. HUNTZIG	6,750	Saturday, 24th Jan., at 9 A.M.
KOBE	"PRINZ SIGISMUND" Capt. A. HUNTZIG	6,750	About Tuesday, 6th Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

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PASSENGER SEASON 1914. NORDDEUTSCHER LLOYD, BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	TO SAIL
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
Capt. E. VON BINZER.		
"GOEBEN"	17,300	ON FEBRUARY 18TH.
Capt. A. AHLBOHN.		
* "DERFFLINGER"	17,250	ON MARCH 3RD.
Capt. F. PROESCH.		
"KLEIST"	17,000	ON MARCH 18TH.
Capt. L. MAASS.		
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
Capt. C. MUNDT.		
"YORCK"	17,000	ON APRIL 15TH.
Capt. F. LOESER.		
* "PRINCESS ALICE"	20,300	ON APRIL 28TH.
Capt. J. BORTFELDT.		

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

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FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

STEAMSHIP	about 1914	FOR
"MARK"	2nd Feb.	FOR MARSEILLES, DUNKIRK, ANTWERP, ROTTERDAM and BREMEN/HAMBURG.
"TUEBINGEN"	16th Feb.	S.S. "MARK" about Middle of March.
"LOTHRINGEN"	2nd March.	FOR HAVRE, EMDEN and HAMBURG/BREMEN.
"THUERINGEN"	16th March.	S.S. "TUEBINGEN" about End of March.
"FRANKEN"	30th March.	FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG.
"GOETTINGEN"	13th April.	S.S. "LOTHRINGEN" about Middle of April.
		FOR HAVRE, DUNKIRK, EMDEN and HAMBURG/BREMEN.
		S.S. "THUERINGEN" about Beginning of May.
		FOR MARSEILLES, ANTWERP, ROTTERDAM and BREMEN/HAMBURG.
		S.S. "FRANKEN" about Middle of May.
		FOR HAVRE, EMDEN and HAMBURG/BREMEN.
		S.S. "GOETTINGEN" about Beginning of June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 19th December, 1913.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"CHANGSHA"	10th Jan., 1914.	10th Jan., 1914.
"TAIYUAN"	4th Feb., 1914.	10th Feb., "

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to—

BUTTERFIELD & SWIRE.

Hongkong, 30th December, 1913. TELEPHONE No. 36. AGENTS.

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